

501 were temporarily fastened in pairs. They were fastened together by heavy poles, corresponding in position to the crosspieces of the outrigger. The space between the canoes was covered with a temporary platform. In some stories mention is made of a railing around this platform. (Handy, personal correspondence.) Double canoes of this sort were used for inter-island trips and for long fishing trips, when the crew expected to be away for several days. Double canoes, made from [724] fishing canoes, are said to have accompanied the war canoes on long raids to carry supplies.

Porter (49, pp. 102-103) mentions still another type of craft which is so remarkable that it seems best to give the quotation in full. He says:

Their fishing canoes are vessels of a larger and fuller construction, many of them being six feet in width and of an equal depth. They are managed with paddles more resembling an oar, and are, in some measure, used as such, but in a perpendicular position, the fulcrum resting on the outriggers projecting from each side. With these they proceed to the small bays on the coast, where they fish with the scoop net and with the hook and line. . . . The canoes used for the purpose of navigating from one island to another, a navigation very common, are similar in their construction to the larger kind of fishing canoes, and are secured two together by beams lashed across. These are called double canoes and are furnished with a triangular sail made of mat. . . . These are also worked during a calm with paddles and appear capable of resisting the sea for a long time. The canoes formed for the sole purpose of going in search of new lands are of a still larger construction, and are rigged in the same manner.

No other author mentions craft of this large type but the quotation just given is preceded by a detailed and accurate account of the built up canoes and, except for a tendency to exaggerate dimensions, Porter's accounts of material culture seem to be thoroughly trustworthy. It seems certain that at the time of his visit the Marquesans had some vessel of much larger size than the built up canoe and differing from it in construction.

Informants made no mention of craft of this sort, and the type probably became extinct at an early time. Even at the time of Porter's visit the natives had had considerable contact with Europeans, and there were white sailors settled among them. They are, as a race, quick to see the advantages of mechanical improvements, and the rapid adoption of the present type of outrigger shows the speed with which a new idea may spread among them. They had undoubtedly seen many ships' boats, and it is quite possible that they had already developed a hybrid form intended to embody the advantages of both ships' boat and canoe. We have seen that in 1838, twenty-five years after Porter's visit, whale boats had supplanted most of the large canoes, so that the life of the new type would have been short.

On the other hand, Porter specifically says that the large double canoes were of this type, a strong evidence that it was pre-European. Moreover, his [52]